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Amendments to the Specification:

Please replace the paragraph beginning at page 1, line 8, with the following rewritten paragraph:

-- The present invention relates to fuel additives which can improve combustion efficiency of any hydrocarbon fuel, thereby increasing the amount of BTUs given off while reducing harmful emissions. The fuel additive can additionally protect a fuel-burning device from scale build-up, improve burn rate, act as a lubricant, stabilize the fuel to prevent repolymerization, disperse macroscopic sludge and provide a biostatic agent to prevent microbial growth ~~and act as a strong demulsifier.~~--

Please replace the paragraph beginning at page 8, line 19, in line 21 with the following rewritten paragraph:

--The lubricant of the present invention preferably comprises between approximately 0.01 and 0.25 parts by weight of the total composition. The lubricant more preferably comprises approximately 0.03 ~~0.05~~ and approximately 0.1 parts by weight, and most preferably comprises approximately 0.05 parts by weight.--

Please replace the paragraph beginning at page 9, line 12, in line 13 and 14 with the following rewritten paragraph:

--The metal deactivator of the present invention preferably comprises up to approximately 0.2 parts by weight of the total composition. The metal deactivator more preferably comprises between approximately ~~0.05~~ 0.005 parts and approximately 0.15 parts by weight, and most preferably approximately ~~0.3~~ 0.03 parts by weight.--

Please replace the paragraph beginning at page 12, line 11, in line 13 with the following rewritten paragraph:

--Throughout the entire fuel consumption test, an internal self-calibration of the exhaust analyzer

was performed after every two sets of measurements to correct possible instrument drift. A new exhaust particulate gas filter was installed again before the baseline and treated fuel test series.--

Please replace the paragraph beginning at page 12, line 6, in lines 8 and 9 with the following rewritten paragraph:

--After the baseline test, the fuel storage tanks on the locomotive were treated, from a tank added on board, at the recommended level of one ounce of the composition to forty gallons of diesel fuel (1:5000 volume ratio). The vehicles were then operated with the treated fuel as normal. After the testing time elapsed, the test procedure was duplicated for the treated portion of the evaluation.--

Please replace the paragraph on page 12, in line 1 of Table 2 with the following rewritten paragraph (double brackets are used to denote deletion):

TABLE 2

UNIT #3236	CO[[*]]	HC[[*]]	CO ₂ [[*]]	O ₂ [[*]]
RUN #1	-38.89	-41.02	-2.6	-7.5
RUN #2	-36.84	-42.86	-2.7	-7.2
RUN #3	-35.29	-39.47	-2.7	-7.3
RUN #4	-33.33	-42.11	-2.5	-6.9
RUN #5	-29.41	-41.18	-2.8	-7.5
RUN #6	-31.25	-44.0	-2.3	-7.4
RUN #7	-37.5	-41.67	-2.2	-7.6

*Percent change.

Please replace the paragraph beginning at page 13, line 14, in line 15 with the following rewritten paragraph:

--Testing was performed on the composition of the current invention for comparison with the composition of the prior art '462 patent. It was found that the composition of the '462 patent prior art did

not provide stabilization of the fuel for prevention of agglomerate formation comparable to the stabilization provided by the composition of the present invention.--

Please replace the paragraph beginning at page 13, line 19, in line 20 with the following rewritten paragraph:

--Three samples of approximately 7.5 to 8.0 ml were taken containing a fuel sample. The composition of the '462 patent ~~prior art~~ was added to one sample at a 1 to 10,000 composition to fuel ratio. The composition of the present invention was added to a second sample at a 1 to 10,000 composition to fuel ratio. A third blank sample containing only the fuel source was also prepared and the total volumes of sample equalized.--

Please replace the paragraph beginning at page 14, line 2 of paragraph 3, and at line 7 of paragraph 3, with the following rewritten paragraph:

--The testing showed a change in opacity for the blank fuel test tube of 27 optical units (o.u.) transmission, having an initial reading of 48 o.u. and an end reading of 21 o.u. The '462 ~~prior art~~ composition showed a change in opacity of 24 optical units, having an initial reading of 50 o.u., and an end reading of 26 o.u. The composition of the present invention showed a change in opacity of 5 optical units, having an initial reading of 48 o.u., and an end reading of 43 o.u. The ΔT , or change in transmission, showed only a minor change in the composition of the present invention. More drastic changes occurred in the compositions of the '462 ~~prior art~~ and blank tests, indicating agglomerations within the fuel in those samples.--